



Loudoun County, Virginia
www.loudoun.gov/procurement

Department of Management and Financial Services
Division of Procurement MSC #41C
1 Harrison Street, S.E., 4th Floor, P.O. Box 7000, Leesburg, VA 20177-7000

December 29, 2009

NOTICE TO BIDDERS

ADDENDUM NO. 2

QQ-01538

The following changes and/or additions shall be made to the original Request for Proposal (RFP) No. QQ-01538, Transportation Routing and Scheduling System. Please acknowledge receipt of this addendum by signing and returning with your proposal.

1. Attached are questions and answers from the Pre-Proposal Conference that was held on December 15, 2009 and additional answers to questions that the County has received. Also, attached is the list of attendees.

Signed by: Sandra A. Lineberry/S/
Contracting Officer

12/29/09
Date

Acknowledged by: _____

Date

Firm: _____

1. Q: Can the County please confirm if any existing scheduling, dispatch or vehicle tracking hardware or software solutions (CAD/AVL) are currently in use for the fixed route, commuter route or demand response operation? If existing systems are in use, can the County please clarify if they will need to be integrated with the proposed system and please also provide the name of the vendor and the products being used.

A: Please refer to Section 4.2.6, Global Positional System (GPS) for the County's current hardware solution. There is not software solution currently in use by the County.

2. Q: Can the County please confirm what other public transportation operations within the County may take part in this procurement, if any?

A.: No other public transportation operations are taking part in this procurement.

3. Q: How many bus stops exist within the entire system?

A: 45 AM Stops and 46 PM stops (20 of these stops are the same for AM and PM).

4. Q: Are the stops currently geo-coded and if so, are vendors able to import that geo data and in what format?

A: The County has latitudes and longitudes for most of the PM stops, but none for the AM stops. These can be obtained fairly easily.

5. Q: Does the County wish to explore next stop announcements, automatic passenger counters, on-board stop announcement signs etc?

A: Vendors may propose as an option.

6. Q: Can the County please confirm that vendors are required to integrate with the existing AIR-TRAK system? Alternatively, will the County accept a comprehensive replacement GPS solution that provides additional functionality and is fully integrated with the proposed new system?

A: It is the County's preference that the vendor's system integrate with the existing Air-TRAK system. However, vendors may propose alternative solutions within the funding boundaries. If replacements are used then the recurring monthly charges need to be disclosed on a per bus per month basis.

7. Q: Is Nextel the preferred wireless carrier for the County or would other

wireless providers be acceptable?

A: Nextel is not necessarily the preferred provider. It is who Air-Trak uses. Coverage and polling rates are the important variables for the County.

8. Q: Can the County please clarify the make and model of all fare boxes in use?

A: The make and model of the fareboxes are GFI Odyssey modified by Cubic Transportation

9. Q: Can the County please provide details of the SmarTrip® cards, the data collected and how the vendor will need to integrate that portion of the solution?

A: The only data collected from the fareboxe is the SmarTrip® card number and time and date stamp.

10.Q: Please provide additional details on the Garage Data Management System and elaborate on how vendors are required to integrate with this application.

A: There should not be any interaction between the GDMS and the run cutting/schedule adherence software.

11. Q: Will any voice communication be required as part of the system?

12. A: No

13.Q: Will the County be responsible for contracting the wireless data services with the wireless carrier or should the vendor incorporate wireless carrier pricing into their proposal?

A: Either way is acceptable for the proposal. If the vendor is proposing using equipment different than the existing Air-trak equipment then the County would like to have the recurring monthly airtime charges broken out on a per month per vehicle basis.

14. Q: If the vendor is to incorporate pricing, what is the preferred length of contract term that should be quoted?

A: The contract term should coincide with the system contract term.

15. Q: Is it acceptable to the County if remote desktop is used to provide the web-based interface for remote access into the central server?

A: Yes, with the provision that all remote access to systems for support purposes must

traverse our VPN. In other words, they may remotely access their systems through our VPN. They may not access their systems directly from the Internet w/o going through our VPN.

16. Q: Can the County please describe the specific analytic features you are looking for in regards to evaluating changes to routes or route scheduling.

A: Vendors shall describe the analytic features that are available in their your software

17. Q: Is it acceptable to the County if the scheduling system is hosted on a standard Windows environment?

A: Yes.

- 18.Q: Can the County please provide a complete vehicle inventory (make/model/year) for all vehicles that are to be equipped with the proposed solution? Please include any existing on-board systems (fare box, radios, wheelchair lifts etc).

A: There are (22), 2004 MCI D4500 motor coaches, (2), 2005 MCI D4500 motor coaches, (7), 2006 MCI D4500 motor coaches, (2), 2007 MCI D4500 motor coaches, (2), 2008 MCI D4500 motor coaches, and (3), 2009 MCI D4500 motor coaches. Seven (7) additional 2009 MCI D4500 motor coaches are due to arrive in late March 2010. All MCI's are equipped with GFI Odyssey fareboxes, Rycon wheel chair lifts, and Air-Trak/Nextel in vehicle GPS devices. Additionally, the County has (2), 2002 C2045 Van Hool motor coaches equipped with Bay Lift wheel chair lifts, GFI Odyssey fareboxes, and Air-Trak/Nextel in vehicle GPS devices.

19. Q: Does the County have a preferred installer or will the County install in-vehicle equipment proposed here?

A: Loudoun County does not have a preferred installer. Please provide in your proposal for both vendor installed and County installed.

- 20.Q: What is the minimum and maximum number of vehicles available for installations per day and during what hour will the vehicles be available for installation?

A: All vehicles are used daily. Vehicles are typically out of the yard between 4:30 AM and 10:00 AM and then between 2:00 PM and 9:00 PM. Any installations will have to be done around scheduled operating hours.

21. Q: What is the location where installations will take place?

A: Installations shall take place at 109 North Bailey Lane, Purcellville, VA.

22. Q: Will a County driver be provided to move vehicles for installation and testing purposes?

A: Yes.

23. Q: Please confirm that this solicitation is intended to source to a comprehensive Computer Aided Dispatch, Scheduling and Automatic Vehicle Location solution (complete with mobile data computers, GPS receivers, real-time schedule and route adherence monitoring etc.) or simply a standalone Scheduling software application without any in-vehicle components.

A: Loudoun is looking for a run cutting/route adherence software program/package. Loudoun does not have a dispatch system. The vendor will propose whether or not their run cutting/route adherence package can utilize the existing GPS equipment.

24. Q: If a standalone Scheduling software application is preferred, please identify, from a functional standpoint, how Loudoun County envisions the integration (if any is required) of the existing Air-Trak GPS equipment or Air-Trak GPS data being collected.

A: Loudoun is looking for a run cutting/route adherence software package and vendors shall include in their proposal. Vendors may use the Air-Trak devices, which is the County's preference or vendors may provide a solution for the installation for their preferred GPS devices.

25. Q: What is the County's budget for the acquisition of the stated turn-key solution as outlined in the RFP document.

A: The total budget is for the project is \$127,000.